

Naval Operating Base Dutch Harbor & Fort Mears
Unalaska Island, Aleutian Islands Division
Alaska

HABS No. AK-34

HABS
AK,
1-UNAK
2-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
REDUCED COPIES OF MEASURED DRAWINGS

Historic American Buildings Survey
National Park Service
Department of the Interior
Washington, DC 20013-7127

HABS
AK,
1-UNAK,
2-

HISTORIC AMERICAN BUILDINGS SURVEY

NAVAL OPERATING BASE DUTCH HARBOR AND FORT MEARS

HABS No. AK-34

Location: Unalaska ~~Island~~, Aleutian Islands Division, Alaska

Present Owner: U.S. Government

Present Use: Some buildings have been converted for civic, commercial, and residential use by civilians. The majority are deteriorated and have been or will be razed.

Significance: Dutch Harbor and Fort Mears Naval Operating Base served as the main base for the American presence in the Aleutian Islands during World War II and received the most serious air attack on North America during the war. Dutch Harbor was an important north Pacific stopover in the lend-lease program with the Soviet Union.

The Office of the Quartermaster General constructed the buildings, which were utilitarian in design, with variations to suite the Aleutian climate and terrain. Predominantly built during the period 1941 through 1944, the naval operating base was decommissioned in 1947. Fort Mears was declared surplus in 1952.

Historians: Sandra M. Faulkner, National Park Service, July, 1986.
Erwin N. Thompson

N.O.B. Dutch Harbor and Fort Mears
Unalaska Island During World War II

by Erwin N. Thompson

Contents:	Page No.
Russian and American Occupation	3
American Armed Forces and Unalaska	6
Dutch Harbor, U.S. Navy	9
Fort Mears, U.S. Army	14
The Japanese Attacks, June 3 and 4, 1942	23
Unalaska Today	30
Notes	31
Bibliography	40

Russian and American Occupation

When Soviet captains put in to Unalaska Island during World War II for repairs and fuel, they were repeating the activities of their forefathers who came to the rugged, storm-battered, and beautiful island 200 years earlier. Capt. Vitus Bering probably sighted Unalaska, the largest island in the Eastern Aleutians, in 1741, and its existence was firmly recorded in 1759. The island's excellent harbor quickly drew the attention of Russian pilots. The Aleuts, however, resisted the heavy-handed newcomers and, in 1762, destroyed a Russian merchant ship and her crew. The Russians retaliated and the fur trader, Capt. Stepan Glotov (Glotov the Destroyer), is credited with breaking the Aleuts' resistance. About 1765, Glotov established a permanent settlement at Iliuliuk in spacious Unalaska Bay.¹

In 1778, the British explorer, Capt. James Cook, visited Unalaska, thus giving it its place name "English Bay." Cook's arrival marked the beginning of Russian, British, Spanish, and American competition for domination in the North Pacific and its lucrative fur trade.

Russian influence continued to grow among the less than 2,000 Aleuts on the island as the eighteenth century drew to a close. In 1791, Grigorii I. Shelikhov from Kodiak founded the Unalaska Company. A company executive, Nikolai P. Rezanov, visited the settlement in 1805. He called it Soglasia, or Harmony, and said its affairs were in good

order. He noted the storehouses, barracks, smithy, locksmith's shop, and gardens. Rezanov is credited for importing spruce trees from Sitka and planting them on Amaknak Island in the bay. This Sitka Spruce Plantation continues to thrive. In 1824, a Russian Orthodox priest, Ivan Veniaminov, arrived on Unalaska. He was in charge of both the Fox and Pribilof islands. The following year, the Church of the Holy Ascension of Christ, now the oldest Orthodox church building in Alaska, was erected. Aleut converts painted its icons. A house for the bishop, erected in 1882 during the American period, also remains.²

Toward the end of the Russian period, P. A. Tikhmenev wrote a history of the Russian-American Company. He described Unalaska Bay as "the best refuge for ships in this part of the country:

A company establishment, Port Illiliuk, is located on a cape in Kapitanskaia Bay. The manager of the island lives there, as well as about 102 natives; Port Illiliuk also has a church, employing seven men and four women. About 368 Aleuts live in a village called Imagnia at the entrance to Kapitanskaia Bay.

On the west shore of Unalashka Island, there are Aleutian villages at Makushin Bay near Cape Kovrizhska [Kovrizhka] and at Kashigin [Kashega] Bay. There are about 60 inhabitants in the first village and about 110 in the second.³

Following the United States' purchase of Alaska in 1867, Unalaska, particularly Dutch Harbor on Amaknak Island, continued to be the most important port in the Aleutians. Gold Seekers who attempted to reach the Klondike by way of the Yukon River came through the port inasmuch as Unimak Pass to the east of Unalaska was the first good passage west of the Alaskan mainland from the Pacific to the Bering Sea. They were

closely followed by adventurers who pursued the dream of gold at Nome.⁴
In addition to provisioning miners, Unalaska serviced whaling and
fishing vessels bound for the Bering Sea. It also was a distribution
point for fox hunters in the Aleutians.

American Armed Forces and Unalaska

The U.S. Navy first became interested in Dutch Harbor at Amaknak Island in 1902, when a presidential executive order set aside 23 acres for use as a coaling station. This scheme was never realized and the Navy did not come to Amaknak until 1911, when it established a radio communication station. Personnel were first housed in a frame building; but a handsome brick structure--the only brick structure in all the Aleutians--became the permanent quarters well before World War II. The Navy established an aerology station at Dutch Harbor in July 1939. In October 1940, a naval medical detachment and a detachment of the Marine Defense Force (four officers and 101 enlisted) arrived, occupying the new 125-man Marine barracks. By early 1941, the Marines were reduced to a strength of forty-six personnel with the mission of providing guard for the naval installations. Armament consisted of machine guns and four 155mm guns on Panama mounts. Across Iliuliuk Bay, in Unalaska village, the U. S. Coast Guard maintained a station consisting of a sixty-man bunkhouse, administration building, small seaplane hangar, and shops.⁵

Back in 1922, the United States and Japan reached an agreement wherein Japan promised not to construct defenses in its newly-acquired mandate of Micronesia, and the United States agreed not to fortify the Aleutians or any Pacific Islands west of Hawaii.

During the 1930s, however, Japan embarked on a policy of expansion in

eastern Asia by invading Manchuria, then a part of China. In 1935, she closed Micronesia to outsiders and it was generally believed that the islands were being fortified. Although, the 1922 agreement expired in 1936, the United States did not look to its Pacific defenses beyond Hawaii until 1938. That year, Congress directed the U.S. Navy to appoint a board of officers to investigate the need for additional bases in the Pacific. The board, chaired by Rear Adm. A.J. Hepburn, recommended the establishment of seaplane and submarine bases at Dutch Harbor, Kodiak, Midway, and Wake; and patrol plane bases at Sitka and Oahu. In 1939, Congress approved the recommendations.⁶

A civilian contractor, Siems Drake Puget Sound, began construction of the naval facilities at Dutch Harbor in July 1940.⁷ Inasmuch as the U.S. Army had the assigned mission of providing for the defense of naval installations, the decision was made that the Navy's contractor would construct the army facilities as well. At first, it was thought that Amaknak Island, only 4.3 miles in length, did not possess sufficient level land for both bases, but a reconsideration resulted in the army base being erected at Margaret Bay south of Dutch Harbor.

At Dutch Harbor, the Naval Section Base was commissioned in January 1941, and the Naval Air station that September. The first army troops arrived on Amaknak on May 8, 1941. Until their barracks were completed, these soldiers lived in the Marine Barracks, most of the original Marine detachment leaving Unalaska at this time. The troops

noted the village of Unalaska on the main island, saying it had a population of 50 whites and 250 Aleuts. There was also a bawdy house having a population of one madam and five girls.⁸ On September 10, 1941, the army post was named Fort Mears in honor of Col. Frederick J. Mears, who had been instrumental in surveying and building The Alaska Railroad earlier in the century.

Dutch Harbor, U.S. Navy

In 1940, the Northern Commercial Company owned 127 acres at Dutch Harbor where it had a dock, oil tanks, and a water system. The remainder of Amaknak was public domain. The Navy purchased the company's interests for \$78,973. The Navy's contractor, Siems Drake Puget Sound, took over an old steamer, the 3,000-ton S.S. Northwestern, that had beached adjacent to the dock during a storm, and modified it to serve as a barracks for civilian construction workers. Work on the naval facilities began in July of that year and continued through 1944. In January 1941, a Naval Section Base was commissioned, followed by the Naval Air Station on September 1.

Two concrete seaplane ramps, one north of the Dutch Harbor dock and the other across the island on Unalaska Bay, and a concrete parking area were completed. A 5,000-foot water runway for PBY patrol planes (Catalinas) was marked off in Iliuliuk Bay. Other early structures at the naval air station included a semipermanent, steel-frame, Kodiak-type hangar (now gone), repair shop, and ammunition storage. Housing, administrative, fueling, and recreational facilities, all of frame construction, were erected at Dutch Harbor. A second pier, at the foot of Mt. Ballyhoo in Dutch Harbor, was completed in March 1942. In May 1942, the Navy approved construction of a small runway near the seaplane hangar for the emergency use of fighters--so small that arresting and catapult gear, similar to an aircraft carrier's, was installed.¹⁰ When the Japanese bombed Dutch Harbor in June 1942, work

was underway on carving a gravel runway, 500 feet by 4,358 feet, along the south foot of Mount Ballyhoo.¹¹ The first plane landing occurred on July 3, 1942. This runway, subject to severe crosswinds, continues to serve commercial aircraft. Also, constructed were several aircraft revetments along the north side of the new runway and a permanent, blast-pen-type hangar, 115 feet by 310 feet, the latter completed in late summer 1943.

Summer of 1942 saw the beginning of work on an antisubmarine net and boom depot, marine railroad and shops, aerology building, air operations building, fire station, and several warehouses. The original construction scheme called for the building of a number of cottages for naval family housing. Although the cottages were built, the coming of war prohibited families from coming to Unalaska and the houses served as officers' quarters.

Naval facilities continued to expand until, January 1, 1943, when the Dutch Harbor Naval Operating Base was commissioned. Its components were the air station, submarine base, Marine Barracks, radio station, section base, fueling depot on nearby Akutan Island, and other naval shore activities. The 250-ton marine railroad, a 3,000-ton floating drydock, floating drydock, ammunition storage facilities, and ship repair shops also served the fleet. A huge bombproof structure housed the main power plant.¹²

By the time the naval base was completed in 1944, additional facilities included seventeen office buildings, a 200-bed hospital, net depot, and a facility for provisioning fleet units. A total of seven docks were in operation: Dutch Harbor dock, 50 feet by 500 feet, purchased in 1940; advance base depot dock, 58 feet by 575 feet; Ballyhoo dock, 60 feet by 900 feet, built in 1942; fuel oil dock, 50 feet by 500 feet; YP dock, 60 feet by 240 feet; submarine base dock; and several small boat and finger piers. Housing, messing, and recreation facilities were completed for 281 officers and 5,444 enlisted men. The total estimated cost for Naval Operating Base, Dutch Harbor was \$44 million.¹³

In the fall of 1942, the first of several naval construction battations (Seabees) arrived at Unalaska to take over gradually all construction work at both Dutch Harbor and Fort Mears from the civilian contractor. The records of one of these, the 21st Naval Construction Battalion, between October 1942 and December 1943 give an indication of the varied tasks assigned:

- Building five concrete fuel oil tanks
- Assembling submarine nets
- Building power plant for submarine batteries
- Constructing five miles of road
- Building two wooden and one concrete hangars
- Constructing four gun emplacements and a concrete command post on Hill 400
- Constructing a 500-man cantonment on Hog Island
- Building 15 ammunition storage magazines at Dutch Harbor
- Building the marine railroad and a small boat harbor
- Working on concrete blast-pen hangars
- Building 8 magazines on Amaknak for the Army
- Constructing wood-frame theater for Army, 56 by 1450 feet ¹⁴
- Constructing a tunnel at Rocky Point

An unusual accomplishment of the Seabees was the salvage of Northwestern. The Japanese bombed the barracks ship and set it on fire in 1942. The burned hulk lay on the beach at Dutch Harbor serving no useful purpose. The Seabees set to and made her seaworthy. The Navy had the vessel towed to Seattle where she was cut up, yielding 27,000 tons of scrap steel. (Today, the bow of a sunken ship sticks up from the water at the head of Captains Bay. Many residents of Unalaska believe this to be Northwestern.¹⁵)

When Lend-Lease to the Soviet Union got into full swing, Soviet ships traveling from Siberian ports to the United States sailed through Unimak Pass east of Dutch Harbor. Eastbound ships were required to enter the harbor where they picked up recognition signals and were boarded and interviewed. They also received fuel (coal and oil) and underwent any necessary repairs. By the fall of 1942, this traffic had become so heavy that the U.S. Navy decided to build a fueling station on nearby Akutan Island. An abandoned whaling station was selected and Soviet ships were using the new facility in November, although much construction lay ahead. Oil tanks were erected, coal yards constructed, and the pier rehabilitated. U.S. Naval Fueling Station Akutan remained in operation until April 1945, when it was decommissioned and Soviet ships again put into Dutch Harbor.¹⁶

Throughout the war, the Navy operated the ferry that ran between Amaknak Island and Unalaska. The area containing the ferry slip on

Amaknak was known as Agnes Beach. A Seabee construction report listed the several facilities built there: two pile bent piers, 16 by 80 feet; three float piers, 16 by 60 feet; a barge dock, 30 by 50 feet; four quonset huts; barge and ferry slips, 35 by 100 feet; and two warehouses. Today, a modern steel bridge spans the channel.¹⁷

As World War II drew to a close, activity decreased at Dutch Harbor. The submarine facility was decommissioned in May 1945, and the air station was reduced to a naval air facility in June. The last naval personnel left Dutch Harbor in 1947, and the naval operating base was decommissioned at that time.

Fort Mears, U.S. Army

Because Siems Drake Puget Sound had already begun construction of naval facilities on Amaknak Island, the Navy let a contract to the firm in January 1941 to construct the army defense installations which consisted of principally an infantry garrison and coastal artillery positions. The garrison complex at Margaret Bay was mobilization type in design. This consisted of wood frame buildings closely spaced, the barracks having two stories and the administrative, recreational, warehouse, and mess structures being one story. During World War II, this type of construction, designed for large cantonments in rear areas, was found at army posts throughout the United States. Mobilization type was probably chosen for Fort Mears because the small amount of land available had to provide quarters for 393 officers and 9,729 enlisted men. The cost was originally estimated at \$12 million.¹⁸

The initial army garrison arrived on Amaknak on May 8, 1941, and occupied the Marine Barracks at Dutch Harbor. Twelve days later, Lt. Gen. John L. DeWitt, commanding the Western Defense Command with headquarters at San Francisco, arrived at Unalaska on a tour of inspection. A week later, the troops moved into their new quarters, the installation then known simply as "U.S. Army Troops," Unalaska. Although the United States was at peace, the troops received their first alert on July 4, 1941, when it seemed that the Russian front was about to collapse and Germany would be in a position to march through

Siberia. The army garrison by that time and grown to 225 officers and 5,200 enlisted men.¹⁹

Along with the infantry garrison, coastal and antiaircraft batteries were established at Unalaska. On Amaknak, coastal defenses were established at Ulakta Head (Eagles' Nest) at the north end of the island and at Hill 400 (Bunker Hill or Little South America) at the south end. The installations at Ulatka Head were eventually named Fort Schwatka. They consisted of a battery of two 8-inch coastal guns supported by three artillery fire control stations; a battery of two 90mm antimotor torpedo boat (and antiaircraft) guns; a 3-inch antiaircraft battery; an underground plotting-spotting-switchboard building; and ten concrete or steel ammunition magazines. A combination harbor entrance control post defense command post was also constructed (HECP-HDCP); it was jointly operated by the Army and the Navy. On Hill 400 a battery of four 155mm guns were emplaced on Panama mounts. Nearby were a two-story, concrete artillery fire control station, a wood frame fire control station, and nine steel magazines of various sizes.²⁰

At Summer Bay (Humpy Cove), eventually named Fort Brumback, on Unalaska Island, a battery of four 155mm guns on Panama mounts were emplaced, together with twelve steel magazines, a two-story concrete fire control station, and a second coastal defense installation on Unalaska, Fort Leonard, was erected at Eider Point on the west side of Unalaska Bay.

It consisted of a battery of two 6-inch guns with three fire control stations, a radar set, and eight magazines; and a 90mm gun battery having a fire control station, magazine, and 60-inch searchlight. 21

On tiny Hog Island, west of Amaknak, a 3-inch antiaircraft gun battery was mounted to protect a naval radio range station already installed there. Other 3-inch batteries were installed at several locations in the vicinity of Unalaska Bay. A difficult construction project was the building of an aircraft warning station at Cape Winslow. Although less than fifteen miles from Dutch Harbor, the cape could be reached only by sea. Begun in the spring of 1942, the station was not completed until that fall, well after the Japanese air raids. Its facilities included a small dock, 1,200-foot tramway, 2.5 miles of road, housing and utilities for fifty men, and the radar installation. Much later, in 1944, another aircraft warning station was built on Tigalda Island, sixty miles east of Unalaska. It, too, had a garrison of fifty men. 22

While construction of coastal and antiaircraft defenses was underway, the Army turned its attention to land defense. The most likely overland approach to Unalaska Bay was from the east where an enemy force could land along Beaver Inlet, cross low passes in the mountains, then droop down Unalaska Valley. To guard against a surprise landing in the ease, three infantry outposts were constructed in the vicinity of Beaver Inlet in January 1942: Fishermans Point at English Bay, Agamgik Bay, and Ugadaga. Another potential approach was through

Makushin Bay southwest of Unalaska Bay. Here the infantry established an outpost in Mukushin Village. In April, every individual at Fort Mears was ordered to construct a slit trench. Also, the Army had two-foot-thick, concrete pillboxes installed at every road junction, a few of which remain.

Following the Japanese raids in June 1942, the tempo of construction increased. The belief was prevalent that Japan would invade Unalaska before winter. Work began on a tactical road net running around Unalaska Bay from Morris Cove to Eider Point, with lateral roads linking up Summer Run, Unalaska Valley, and Pyramid Valley.²³ To further the land defenses, the Iron Ring was established. It consisted of a semicircle of infantry positions along the ridges and peaks from Captains Bay to Summer Bay. The line passed through Pyramid Peak, Lookout Mountain, Sugarloaf Mountain, Raven Peak, Razorback, Ghost Ridge, Gateway Peak, Mount Coxcomb, and the low hills above Summer Bay. At Ugadaga Bay, the infantry outpost was reinforced with three batteries of 105mm field pieces and an antiaircraft battery of 20mm guns. A battery of 75mm guns was placed in Raven Pass, and another one at the west end of the runway at Dutch Harbor.

Fort Schwatka received a battery of two 155mm guns in addition to its other weapons. Several additional 3-inch antiaircraft gun batteries were installed, including sites on Artillery Hill and on the southern edge of Fort Mears. The peak of army construction came in June 1942,

when there was a total of 1,655 contract employees and troop laborers involved. Fort Mears reached its peak strength on October 20, 1942, with 9,976 officers and men on its morning report.

Well before that date, it had become evident that Amaknak Island was not large enough for both Dutch Harbor and Fort Mears. The Army had filled the last available space at Mears with a complex of quonset huts south of the frame buildings. The coast artillery had moved into a permanent garrison in the saddle between Ulatka Head and Mount Ballyhoo. Over on Unalaska Island, a large complex of quonset huts had been completed east of the village on June 1, 1942. Still, Amaknak was near the bursting point. Finally, on August 11, 1942, the Army decided to turn Fort Mears over to the Navy and the latter agreed to have its Seabees construct new facilities for the Army on Unalaska.²⁴

Construction took time, and the last of the army personnel did not leave Amaknak until March 1944. The new Fort Mears post headquarters was constructed on Valley View, a plateau 200 feet up Unalaska Ridge on the south side of Unalaska Valley. It consisted of two 2-story buildings for administration and command post operations, officers' quarters and mess, enlisted mess and cabanas for enlisted housing, and, on the edge of the plateau, a two-story quarters for the commanding general.

Pyramid Valley was chosen for a 500-bed army hospital, a dock, and housing for two infantry companies. In June 1943, when Fort Mears'

strength was declining because of action farther west in the Aleutians, Pyramid Valley was abandoned except for the hospital. At Captains Bay, an army dock, warehouses, sheds and storage areas were completed in June 1943. The new dock was 760 feet in length and could handle two 5-fold ships simultaneously. This facility reflected Unalaska's new role as a supply base for installations farther west. By the time American troops invaded Attu in May 1943, Fort Mears' troop strength had declined to 6,600 personnel, of whom only one battalion was infantry.

In preparation for the invasion of Kiska in August 1943, a training area was established in a bowl 750 feet above the floor of Unalaska Valley and a switchback road was built to it. That summer, 1,000 casals were trained there in techniques to combat Aleutian terrain and climate. They formed a composite regiment that served as a floating reserve during the invasion.²⁵ After the conclusion of the Aleutian Campaign, the camp was abandoned. Another school was established at Fort Mears in May 1944. Called the North Pacific Combat School, it gave instructions to infantry troops stationed in Alaska in amphibious, mountain, and muskeg combat techniques. Meanwhile, Fort Mears' troop strength continued to decline. The last figures available showed a garrison strength of 178 officers and 3,146 enlisted men on June 15, 1944.²⁶

From the records of the 51st Naval Construction Battalion, a general

picture of the variety of construction the Seabees carried out for the Army from February 1943 to January 1944 emerges. The lists that follow are not complete.

Captains Bay Area

- barge dock, 30 by 40 feet
- dock and approach, 50 by 185 feet
- 2 transit sheds, 80.5 by 224 feet, concrete floors
- 3 cold storage plants, 20 by 160 feet
- 9 warehouses
- 250-man mess hall
- 56 cabanas
- power house
- commanding officer's quarters
- utilities

Short Cut Hill and Captains Bay Road Area

- 3 warehouses
- magazine
- Seabee Camp

Eider Point, Army Garrison No. 9

- Magazine for plotting, switchboard, and power plant for gun battery
- camouflage
- quarters
- access tunnel, 6 by 7.5 feet
- 6 magazines
- power plant
- 2 searchlight shelters
- 2 concrete plugs for 90mm guns
- dock

Pyramid Valley Hospital Area

- dental building, 20 by 40 feet
- morgue
- 2 surgery buildings
- 2 warehouses
- patients' mess
- 12 wards, 20 by 80 feet
- 4 additional wards
- 45 cabanas
- 3 nurses' quarters (12 army nurses had arrived in Unalaska on

September 29, 1941).

Ulatka Head-Mount Ballyhoo

2 warehouses, 20 by 60 feet
administration building, 25 by 80 feet
16 quonsets
2 mess halls
2 8-inch gun emplacements
reinforced-concrete magazine, 87 by 104 feet
underground Harbor Defense Command Post-Harbor Entrance Control
Post (HDCP-HECP) SCR 582 radar, 33 by 50 feet
steel harbor-defense radio station
observation tower, 10 feet
3 magazines
frame signal station 18 by 23 feet
2 searchlight shelters
frame battery commander's station

Erskine Point

6 quonsets
3 elephant, steel (searchlight?) shelters
frame and concrete harbor defense command post (HDCP)
radar

Cape Winslow

2 quonsets
4 elephant, steel shelters
harbor entrance command post (HECP)

Ugadaga Bay

2 quonsets
2 elephant, steel searchlight shelters

Humpy Cove/Fort Brumback/, Army Garrison No. 6.

2 elephant, steel magazines, 10 by 30 feet
4 155 mm gun mounts
battery commander's station
plotting room
8 magazines, multiplate, 26 by 30 feet
9 elephant, steel magazines, 10 by 10 feet
power plant

Second Priest Rock

3 quonsets
4 elephant, steel shelters

Makushin Bay, Army Garrison No. 18

fill at dock

Hill 400, Army Garrison No. 8

frame dispensary, 35 by 100
2 quonset latrines, 16 by 36 feet
combination warehouse and recreation hall, 26 by 80
multiplate magazine, 26 by 30
tunnel, 8 by 8 by 35 feet
2 frame buildings, 20 by 60 feet²⁷

Chernofski Harbor, Unalaska. In 1941, the farthest west site in Alaska at which fighter aircraft were stationed was Kodiak Island. Dutch Harbor was 600 miles farther west, beyond the range of the fighters. The Army sent Capt. Benjamin B. Talley to Unalaska in September 1941 to scout a suitable location for an airfield. At Dutch Harbor he rented a fishing boat and visited Umnak Island, five miles west of Unalaska Island. Talley reported that Otter Point at the east end of Umnak was suited for an airfield. Engineer troops landed at Umnak in January 1942 to begin the construction of Fort Glenn and its two airfields, Cape and Berry. Because Otter Point possessed no bay or harbor suitable for the docking of ships, Chernofski Harbor near the west end of Unalaska was chosen to be Umnak's Harbor. At that time, the harbor had no facilities; supplies were unloaded from ships to barges and ferried to Otter Point. Eventually, Chernofski boasted a main pier, 72 by 402 feet, three barge docks, and a repair dock. At Otter Point, three barge docks and a tankere discharge facility were constructed. The existence of Fort Glenn was kept a secret and when Japanese planes roared over Unalaska in June 1942, American fighters rose to meet them.²⁸

By the summer of 1944, the war had moved far from Unalaska. Dutch Harbor continued to monitor Soviet ships and to dispatch air and sea patrols in the North Pacific. For Fort Mears, however, its original missions had been fulfilled. No longer was there a threat of an enemy attack. In August, the post was placed in a housekeeping status.²⁹ On October 8, 1952, the Corps of Engineers announced that it had for disposal 232 surplus army-type buildings and 447.6 acres of fee-owned land on the Fort Mears Military Reservation.³⁰

Commanding Officers, Fort Mears

Lt. Col. Henry P. Hallowell. May 8, 1941-Oct. 3, 1941
Brig. Gen. Edgar B. Colladay. Oct. 4, 1941-July 3, 1943
Col. E. C. Robertson. July 4, 1943-July 10, 1943
Brig. Gen. Edgar B. Colladay. July 11, 1943-Oct. 8, 1943
Col. E. C. Robertson. Oct. 9, 1943-Nov. 29, 1943
Brig. Gen. Olin H. Longino. Nov. 30, 1943-Apr. 17, 1944
Col. Verne C. Snell. Apr. 18, 1944-Apr. 30, 1944
Col. A. L. Parmalee. May 1, 1944-?

The Japanese Attacks, June 3 and 4, 1942

In the spring of 1942, the Japanese Imperial Navy prepared for a major strike against Midway with the goals of capturing that atoll and destroying the balance of the American Pacific Fleet. The plans called for a strike against the Aleutian Islands primarily as a diversionary action, but also the Aleutians would be an anchor in Japan's advanced line--a great arc reaching from the Aleutians, passing through Midway, and extending to New Guinea in the south. In addition, control of the Aleutians would prohibit the United States from establishing a bombing shuttle route to Siberia should the Soviet Union enter the Pacific

War.³²

The Japanese operations plan was issued on May 5, 1942. Vice Adm. Boshiro Hosogaya commanded the Northern Area Force with its vessels ranging from aircraft carriers to troop transports. Three task forces were assigned to the Northern Area Force:

Attu Occupation Force under Rear Adm. Sentaro Omori. One light cruiser, four destroyers, and two transports with 1,200 army troops. Mission: First, to occupy Adak temporarily, then to occupy Attu.

Kiska Occupation Force under Capt. Takeji Ono. One light cruiser, two destroyers, and one transport with 1,250 naval troops. Mission: To occupy Kiska.

Second Mobile Force under Rear Adm. Kakuji Kakuta. Two light carriers, Ryujo and Junyo, two heavy cruisers, one seaplane tender, and four destroyers. Mission: To strike Unalaska from the air, then, to support the temporary occupation of Adak (which the Japanese erroneously believed the Americans had defended).

At the end of May, Japanese submarines reported sightings of American warships at Dutch Harbor, Kodiak, and southeast of Kodiak. All was set.³³

Unknown to the Japanese, Adm. Chester W. Nimitz's intelligence units at Pearl Harbor had broken major Japanese codes and had ferreted out the details of the coming attack. On May 17, 1942, Unalaska received word that the Japanese would attack the Aleutians sometime between June 1 and 10. American forces in the North Pacific included Rear Adm. Robert A. Theobald's North Pacific Force (formerly, Task Force 8) composed of two heavy cruisers, three light cruisers, and four destroyers.

(Theobald and his ships took position south of Kodiak, far from the action and out of contact with his other forces because of the need for radio silence.) Also, under Theobald were Task Group 8.2, Surface Reconnaissance Force, which consisted of small vessels including five U.S. Coast Guard cutters; Task Group 8.4, nine destroyers of which at least five were in Makushin Bay, Unalaska; and Task Group 8.5, six submarines. The seaplane tender Gillis was stationed at Dutch Harbor as were two old destroyers, Talbot and King, submarine S-27, Coast Guard cutter Onondaga, and two army transports, President Fillmore and Morlen.

Under Capt. Leslie E. Gehres, USN, eight radar-equipped PBY (Catalinas) patrol planes operated out of Dutch Harbor. Daily search flights began on May 28. The Army Air Force had reinforced its two secret bases, Fort Randall at Cold Bay (six medium bombers and sixteen fighters) and Fort Glenn on Umnak (one heavy bomber, six medium bombers, and seventeen fighters). Additional army and navy aircraft were stationed

at Kodiak and Anchorage. Ground forces included 6,000 army troops at Fort Mears and 639 sailors and Marines at Dutch Harbor. On June 2, a naval patrol plane spotted a Japanese fleet 400 miles south of Kiska.³⁴

At 2:43 a.m., June 3, 1942, Adm. Kakuta's Second Mobile Force stood 180 miles southwest of Unalaska. Despite a heavy fog and nasty seas, Ryujo launched eleven bombers and six fighters, and Junyo launched fifteen bombers and thirteen fighters. One of Ryujo's bombers crashed into the sea and all of Junyo's aircraft were forced to return to the carrier, unable to locate Unalaska because of the weather. At 5:40 a.m., seaplane tender Gillis radar detected the approaching Japanese planes. immediately, all vessels at Dutch Harbor weighed anchors and stood out, but were still in Unalaska Bay when the first enemy planes arrived. Five minutes later, the Japanese, finding an opening in the clouds, began bombing and strafing Fort Mears and Dutch Harbor. At 5:50 a.m., four Japanese bombers dropped fourteen bombs on Fort Mears, destroying two barracks and three quonset huts and damaging several other buildings, including the hospital. About 25 men were killed and an equal number wounded. A second flight of bombers caused no damage, but a third flight of three aircraft damaged the naval radio station and demolished a quonset, killing a sailor and an army truck driver. Meanwhile, the Japanese fighters strafed likely targets, including a PBV on the water. The American ships joined the shore batteries in delivering antiaircraft fire and resulting in knocking down one enemy plane and damaging another. Alerted, P-40 fighters from Fort Randall

rushed to Unalaska, only to arrive ten minutes after the last Japanese had left. Faulty radio communications with Fort Glenn forbade that base from learning of the attack until too late.

The Japanese planes spotted five American destroyers in Makushin Bay and, at 9:00 a.m., Adm. Kakuta launched a second strike. Fog, however, protected the ships and the weather forced most of the planes to return to their carriers. Also, the Japanese cruisers launched their four seaplanes. The P-40s at Fort Glenn did discover these planes and attacked, destroying two. Again, fog concealed the Umnak field. Although, the Japanese now knew the Americans had an airfield somewhere near Dutch Harbor, they did not discover it until the next day.

Meanwhile, navy patrol planes and army bombers searched the waters for the Japanese ships without much success. In the south, Adm. Nimitz was fully prepared to meet the Imperial Fleet off Midway on the morrow. At Unalaska the raid was over. The damage it caused was minimal. As a diversionary tactic it was a failure. The Japanese lack of success stemmed, in part, from Aleutian weather, a condition that would affect both nations in the months ahead. During the night of June 3 and 4, Adm. Kakuta steamed through the stormy sea toward Adak to allow his planes to support the landing on that island.³⁵

June 4, 1942: During the stormy night of June 3 and 4, Adm. Kakuta led his carriers toward Adak. The heavy seas increased to the point that

he decided to give up on Adak and to turn back to deliver a second raid on Unalaska. (Later, the Attu Occupation Force also cancelled its strike on Adak.) At 5:40 p.m. on June 4, American radar at Unalaska picked up the approaching planes. At 6:00 p.m., ten Japanese fighters and eleven dive-bombers struck at Dutch Harbor. The principal damage was the destruction of four new, steel oil tanks, each containing 6,666 barrels of fuel. The barracks ship Northwestern was set on fire. Other bombs hit a warehouse and a hangar. A second flight of three horizontal bombers roared over the naval base at 6:21, all their bombs hitting the water. Four minutes later, five aircraft pounded the naval magazine area on the south foot of Mount Ballyhoo. One bomb hit a 20mm gun emplacement, killing four sailors.

On their return flight to their carriers, Junyo's planes encountered P-40s over Umnak and sighted the new airfield below. In the two days, the Japanese lost one fighter, one float plane, and five light bombers. American aircraft losses amounted to two fighters, one medium bomber, one heavy bomber, and four flying boats. Total American ground casualties amounted to 43 killed (33 Army, 8 Navy, 1 Marine, and 1 civilian) and 50 wounded.³⁶

While the raids were in progress, American bombers and patrol planes spotted and attacked the Japanese ships. Although the aircraft delivered a few near misses, no hits were made on the enemy vessels. No sooner had the carriers recovered their aircraft, when Kakuta

received a signal from Adm. Isoroku Yamamoto, Commander in Chief, Combined Fleet, whose great navy was suffering a disastrous defeat off Midway, canceling the Aleutian operations and ordering Kakuta south to rendezvous with the crippled force. A short time later,, Yamamoto changed his mind and ordered the Attu and Kiska landings to proceed. Kakuta's ships retired to a point 600 miles south of Kiska from where they screened the landing forces, then returned to Japan.

The Japanese attack on Dutch Harbor created near hysteria in Alaska and a loud uproar in the United States where citizens regarded it as comparable to Pearl Harbor. American honor was insulted and revenge was demanded. The Japanese occupation of Attu and Kiska resulted, a year later, in the only land battle of World War II on the North American continent. The air raids on Unalaska accomplished nothing for the Japanese, but they did increase American resolve to get on with the war. Dutch Harbor and Fort Mears continued to perform their wartime missions.³⁷

Unalaska Today

Near the end of World War II, the Aleuts were allowed to return to their island home. The homecoming brought dismay. Military personnel had occupied some of the buildings, property and possessions were damaged or missing, some structures had been razed, and new buildings occupied once-empty lots. Moreover, the military restricted Aleut movement and activities in large parts of the community until the last of the Navy left in 1947. As it has been noted, the Army declared its land and structures surplus in 1952. About that time, commercial fishermen discovered Unalaska as a base of operations for the processing of halibut, salmon, and king crab. Growth in the king crab industry, especially, was rapid. By 1979, the National Marine Fisheries Service placed Unalaska at the head of the list of fishing ports in terms of money made and poundage taken--\$97 million.

The City of Unalaska, which includes all of Amaknak Island as well as the original community, is the most populated of all the communities in Southwest Alaska. The city has a mayor, city manager, fire chief, and police chief. Its permanent population is about 600 which triples at the height of the seafood processing season. While most of the population is Caucasian, the Aleuts are the principal landlords. In 1971, the United States granted the Aleuts lands and money under the Native land-claims settlement. At Unalaska, the Aleuts formed the Ounalashka Native Corporation (more than 260 stockholders) which holds title to nearly all the private land on the main island and nearly all

of Amaknak and its former military structures. The City of Unalaska is the proprietor of the Navy's giant wartime power plant and is restoring that structure to its original function. The Navy's airstrip is now paved and the State of Alaska operates the airport which is served by both commercial and charter air companies (the wind still blows at right angles). A handsome bridge now joins Amaknak to the main community.

Many of the military structures of World War II have already disappeared. Others, particularly on Amaknak, have deteriorated beyond recovery. Some, however, have been rehabilitated. The Navy's air operations building and aerology building served, until recently, as airline terminals. Many of the Navy's officers' quarters, now owned by the Ounalashka Corporation, have been refurbished as residences. The submarine base has been converted into an industrial area for the fishing industry. A smart motel and a shopping center now flourish adjacent to the marine railway. The Army's pier at Chernofski is used for the storage of commercial crab pots. yet the evidence of World War II is much present. Gun emplacements, command posts, pillboxes, tunnels, trenches, and magazines continue to dot the landscape as reminders of the world at war.³⁸

Notes

1. P.A. Tikhmenev, A History of the Russian-American Company, trans. and ed. Richard A. Pierce and Alton S. Donnelly (Seattle: University of

Washington Press, 1978), p. 10. Basil Dmytryshyn and E.A.P. Crownhart-Vaughan, trans., The End of Russian America, Captain P.N. Golovin's Last Report, 1862 (Portland: Oregon Historical Society, 1979), pp. 1, 2, 5, 22, and 53. Lael Morgan, ed., The Aleutians, Alaska Geographic, vol. 7 (Anchorage: The Alaska Geographic Society, 1980), pp. 67 and 93-116.

2. Tikhmenev, pp. 88-89. Both the church and the residence were placed on the National Register of Historic Places in 1970. Veniaminov went on to become the Archbishop of Kamchatka, the Kurile, and Aleutian islands. Later, he was the Metropolitan of Moscow. Dmytryshyn and Crownhart-Vaughan, pp. 53 and 129.

3. Tikhmenev, pp. 405-06.

4. The U.S. Army also passed through Unalaska during the gold rushes. Its activities on the Yukon and at Nome are discussed in U.S. Army, 172d Infantry Brigade (Alaska), The U.S. Army in Alaska, Pamphlet 360-5 (1976), pp. 26-32. Dutch Harbor was earlier known as Lincoln Harbor. See Morgan, p. 116.

5. Alaska Department, U.S. Army, Draft of Official History, Alaska Department, 1944, 2 vols., Record Group 338, Washington National Records Center, Suitland, MD, hereinafter cited as WNRC. The location(s) of the Marines artillery is not known. These weapons were

turned over to the Army in 1941.

6. Samuel Eliot Morison, The Rising Sun in the Pacific, 1931-April 1942, History of the United States Naval Operations in World War II, vol. 3 (Boston: Little, Brown, 1982), pp. 32-34. The Hepburn Board also recommended defenses for Guan, but Congress deleted that island. Guan fell to the Japanese on December 10, 1941.

7. This contractor was already engaged in constructing the new facilities at Sitka and Kodiak. Stetson Conn, Rose C. Engleman, and Byron Fairchild, Guarding the United States and Its Outposts, The Western Hemisphere, United States Army In World War II (Washington: U.S. Government Printing Office, 1964), p. 224.

8. Alaska Department, U.S. Army, "History of Fort Mears," RG 338, WNRC. All Aleuts, men, women, and children, were removed from Unalaska on 24 hours notice in June 1942, and relocated at the Burnett Inlet cannery in Southeast Alaska. All female employees of the contractor and military dependents also left Unalaska immediately after the June air raids. See Gary C. Stein, "A Transportation Dilemma: Evacuation of the Aleuts in World War II," pp. 426-28 and 440-42. Aleutina/Pribilof Islands Association, The Aleut Relocation and Internment During World War II, A Preliminary Examination (Anchorage 1981).

9. The following construction history identified dates whenever

possible. Naval records often summarized construction feats without giving specific dates as to what was built when.

10. A similar situation caused the Navy to install such gear at Sitka.

11. Mount Ballyhoo, 1,640 feet, which forms the north end of Amaknak, is said to have been named by the novelist Jack London. This has not been verified. U.S. Navy, "War Diary, U.S. Naval Operating Base, Dutch Harbor, Alaska," September 10, 1941-December 31, 1945, 5 vols., U.S. Navy History Center, Washington Navy Yard, D.C., 1:83.

12. U.S. Navy, "War Diary," 1:85-87. Advanced Intelligence Center, North Pacific Area, "Aleutian Campaign, A Brief Historical Outline to and including the Occupation of Kiska, August, 1943," December 15, 1944, U.S. Navy History Center, Washington Navy Yard, D.C., pp. 124-26.

13. Advanced Intelligence Center, "Aleutian Campaign," pp. 124-26. U.S. Navy, Bureau of Yards and Docks, Building the Navy's Bases in World War II, 2 vols. (Washington: U.S. Government Printing Office, 1947), 2:163 and 174-76.

14. 21st Naval Construction Battalion, Records, Unalaska, Office of Command Historian, Naval Construction Center, Port Hueneme, CA. The first construction regiment in Seabee history was formed at Dutch

Harbor, in September 1942.

15. U.S. Navy, Building Navy's Bases, 2:177.

16. U.S. Navy, "War Diary," 2:369. The first Russian submarine arrived at Dutch Harbor on January 4, 1943. On V-J Day, 1945, no fewer than seventeen Soviet ships were in the harbor.

17. 51st Naval Construction Battalion, Report, February 1943-January 1944, Unalaska, Records, Office of Command Historian, Naval Construction Battalion Center, Port Hueneme, CA.

18. Advanced Intelligence Center, "Aleutian Campaign," p. 130. Alaska Department, Official History, 1944, vol. 2, RG 338, WNRC.

19. Conn, et al, Guarding the United States, p. 237.

20. All these features on Hill 400 remain. Even the wooden fire control station is extant.

21. Alaska Department, "The Harbor Defenses of Dutch Harbor, Annex A, Armament, Supplement to Harbor Defense Project, 1944," Alaska Department, RG 338, WNRC.

22. Alaska Department, Draft of Official History, 1944, vol. 2, RG 338,

WNRC.

23. In 1943, this plan was modified so that the road ended at Wolf Head at the north end of Captains Bay. From there is Eider Point no road was constructed. But a road was planned to run along Unalaska Bay from Eider Point to Makushin Valley.

24. The Army's coastal defense troops remained on Amaknak, principally at Ulatka Head and Hill 400.

25. Maj. Gen. S.A. Buckner, February 10, 1943, to Lt. Gen. J.L. DeWitt, Correspondence of Maj. Gen. Buckner, 1941-1944, Alaska Department, RG 338, WNRC.

26. Alaska Department, Draft of Official History, Alaska Department, 1944, vol. 2, RG 338, WNRC.

27. 51st Naval Construction Battalion, Report, February 1943--January 1944.

28. Alaska Department, "History of Fort Glenn, "Alaska Department, RG 338, WNRC.

29. U.S. Army, 172d Infantry Brigade (Alaska), U.S. Army in Alaska, p. 94.

30. Thomas E. Smith, Alaska District, Corps of Engineers, October 8, 1952, to General Manager, The Alaska Railroad, Records of The Alaska Railroad, Federal Archives and Records Center, Seattle, WA.
31. Alaska Department, Draft of Official History, Alaska Department, 1944, vol. 2, RG 338, WNRC.
32. Gordon W. Prange, Donald M. Goldstein, and Katherine V. Dillon, Miracle at Midway (New York: McGraw-Hill Book Co., 1982), p. 23.
33. Other vessels included Admiral Hosogawa's flagship, heavy cruiser Nachi, and its two-destroyer screen (near Paramushiro), minesweepers, a minelayer, and submarines. Conn, et al, Guarding the United States, pp. 259-60. Prang, et al, Miracle, p. 261. Japanese Monograph No., 46, "Aleutians Operations Record, June 1942-July 1943," Library of Congress, Washington, D.C.
34. Samuel Eliot Morison, Aleutians, Gilberts and Marshalls, June 1942-April 1944, History of The United States Naval Operations in World War II, vol. 7 (Boston: Little, Brown, 1975), pp. 166-68. Conn, et al, Guarding the United States, p. 261. Paul S. Dull, A Battle History of the Imperial Japanese Navy (1941-1945) (Annapolis: Naval Institute Press, 1978), p. 142 and 169. Office of Naval Intelligence, U.S. Navy, The Aleutians Campaign, June 1942-August 1943, Combat Narratives

(Washington: Naval History Center, 1945), pp. 5-8. The above statistics are approximate, each source varying in the details.

35. Wesley Frank Craven and James Lea Cate, eds., Plans and Early Operations, January 1939 to August 1942, The Army Air Forces In World War II, 5 vols. (Chicago: University of Chicago Press, 1948), 1:466. Alaska Department, Draft of Official History, Alaska Department, vol. 2, RG 338, WNRC. Kit C. Carter and Robert Mueller, Combat Chronology, 1941-1945, The Army Air Forces In World War II (Washington: U.S. Government Printing Office, 1973), p. 18. Morison, Aleutians, pp. 171-76. Conn, et al, Guarding the United States, pp. 261-262. Mitsuo Fuchida and Masatake Okumiya, Midway, The Battle That Doomed Japan, eds. Clarke H. Kawakami and Roger Pineau (New York: Ballantine Books, 1982), pp. 125-27. Office of Naval Intelligence, Aleutians Campaign, pp. 5-7.

36. The Japanese shot down one P-40 fighter, killing its pilot, Lt. J.J. Cape. The army airfield on Umnak was named for him. Capt. George W. Thornbrough, flying a B-26 bomber from Cold Bay, made two unsuccessful runs on the Japanese ships. His plane crashed near Fort Randall after the second run. His name was given to Fort Randall's airfield. On June 4, a flight of B-17 bombers, using radar, bombed a target that turned out to be the Pribilof Islands. Two days later, a flight of P-38 fighters mistakenly attacked a Soviet freighter near Unalaska. See Carter and Mueller, Combat Chronology, pp. 18-19. U.S.

Strategic Bombing Survey, The Campaigns of the Pacific War, vol. 73 (Naval Analysis Division, 1946), p. 89. Craven and Cates, Plans, 1:466-69. Office of Naval Intelligence, Aleutians Campaign, pp. 6-8.

37. Conn, et al, Guarding the United States, p. 262. Fuchida and Okumiya, Midway, p. 189. Morison, Aleutians, p. 178. Dull, Battle History, p. 171.

38. Morgzn, ed. The Aleutians, pp. 190-200. Alaska District, U.S. Army Corps of Engineers, Aleutian Islands and Lower Alaska Peninsula, Debris Removal and Cleanup, Draft Environmental Impact Statement, Appendices (1979), pp. H43-H49. City of Unalaska, A Planning Document (ca. 1978), pp. 1, 5, 23-24, and 50. Aleutian/Pribilof Islands Association, Aleut Relocation, pp. 8-10. Lael Morgan, "Alaska's Far-Out Islands, The Aleutians," National Geographic (September 1983), pp. 338-39, 343, and 348-52.

Bibliography

Manuscript

Port Hueneme, California. U.S. Navy. Naval Construction Battalion
Center. Office of Command Historian. Records of the 21st Naval
Construction Battalion, Unalaska, World War II.

_____. _____. Records of the 51st Naval Construction ..
Battalion, February 1943-January 1944.

Seattle, Washington. Federal Archives and Records Center. Records of
The Alaska Railroad, 1939-1945.

Suitland, Maryland. Washington National Records Center. Record Group
338. U.S. Army, Alaska Department, Draft of Official History,
Alaska Department, 1944, 2 vols.

----- . ----- . ----- . History of Fort Mears.

----- . ----- . ----- . History of Fort Glenn.

----- . ----- . ----- . Correspondence of Maj. Gen. Simon
B. Buckner, 1941-1944, Alaska Department.

Washington, D.C. Washington Navy Yard. Navy History Center.

Advanced Intelligence Center, North Pacific Area. "Aleutian
Campaign, A Brief Historical Outline to and including the
Occupation of Kiska, August, 1943." December 15, 1944

----- . ----- . "War Diary, U.S. Naval Operating Base, Dutch

Harbor, Alaska." September 10, 1941-December 31, 1945.

----- Library of Congress. Japanese Monograph No. 46. "Aleutians
Operations Record, June 1942-July 1943."

Publications

Aleutian/Pribilof Islands Association. The Aleut Relocation and
Internment During World War II, A Preliminary Examination.
Anchorage, 1981.

Carter, Kit C., and Mueller, Robert. Combat Chronology, 1941-1945.
The Army Air Forces In World War II. Washington: U.S.
Government Printing Office, 1973.

Conn, Stetson; Engelman, Rose C.; and Fairchild, Byron. Guarding the
United States and Its Outposts. United States Army in World War
II. Washington: U.S. Government Printing Office, 1964.

Craven, Wesley Frank, and Cate, James Lea, eds. Plans and Early
Operations, January 1939 to August 1942. The Army Air Forces in World
War II, vol 1. Chicago: University of Chicago Press, 1948.

Dmytryshyn, Basil, and Crownhart-Vaughan, E.A.P., trans. The End of
Russian America, Captain P.N. Golovin's Last Report, 1862.
Portland: Oregon Historical Society, 1979.

Dull, Paul S. A Battle History of the Imperial Japanese Navy
(1941-1945). Annapolis: Naval Institute Press, 1978.

Fuchida, Mitsuo, and Okumiya, Masatake. Midway, The Battle That Doomed
Japan. Edited by Clarke H. Kawakami and Roger Pineau. New
York: Ballantine Books, 1982.

Morgan, Lael, ed. The Aleutians. Alaska Geographic, vol. 7.
Anchorage: The Alaska Geographic Society, 1980.

-----". "Alaska's Far-Out Islands, The Aleutians." National
Geographic) September 1983): 336-63.

Morison, Samuel Eliot. The Rising Sun in the Pacific, 1931-April 1942.
History of United States Naval Operations in World War II, vol.
3. Boston: Little, Brown and Company, 1982.

-----". Aleutians, Gilberts and Marshalls, June 1942-April 1944.
History of United States Naval Operations in World War II, vol.
7. Boston: Little, Brown and Company, 1975.

Prange, Gordon W.; Goldstein, Donald M.; and Dillon, Katherine V.
Miracle at Midway. New York: McGraw-Hill Book Company, 1982.

Stein, Gary. "A Transportation Dilemma: Evacuation of the Aleuts in

World War II."

Tikhmenev, P.A. A History of the Russian-American Company. Translated
and edited by Richard A. Pierce and Alton S. Donnelly.
Seattle: University of Washington Press, 1978.

U.S. Army. 172d Infantry Brigade (Alaska). The U.S. Army In Alaska.
Pamphlet 360-5. 1976.

U.S. Navy. Bureau of Yards and Docks. Building the Navy's Bases in
World War II, 2 vols. Washington: U.S. Government Printing
Office, 1947.

----- . Office of Naval Intelligence. The Aleutians Campaign,
June 1942-August 1943. Combat Narratives. Washington: Naval
History Center, 1945.

U.S. Strategic Bombing Survey. The Campaigns of the Pacific War, vol.
73. Naval Analysis Division, 1946.

FURTHER SOURCES

Cloe, John Haile with Michael F. Monaghan. Top Cover for America:
The Air Force in Alaska 1920-1983. Missoula, Montana:
Anchorage Chapter-Air Force Association and Pictorial
Histories Publishing Company, 1984.

Cohen, Stan. The Forgotten War: A Pictorial History of World War II
in Alaska and Northwestern Canada. Missoula, Montana: Pictorial
Histories Publishing Company, 1981.

Garfield, Brian. The Thousand Mile War: World War II in Alaska and the
Aleutians. New York: Doubleday & Company, Inc., 1969.

Handleman, Howard. Bridge to Victory: The Story of the Reconquest of the
Aleutians. New York: Random House Inc., 1943.

Morison, Samuel Eliot. Aleutians, Gilberts and Marshalls, June 1942-April 1944.
History of United States Naval Operations in World War II, vol. 7.
Boston: Little, Brown and Company, 1975.

Swanson, Henry. The Unkown Islands. Unalaska: Unalaska City School District,
1982.

Thompson, Erwin N. "Naval Operating Base Dutch Harbor and Fort Mears,
Unalaska Island, Alaska, During World War II." Unpublished paper, 1983.

Unalaska City School, The Aleutian Invasion. Unalaska: Unalaska City
School District, 1981.

U.S. Army, Alaska Defense Command, Construction Division. Narrative Report
of Alaska Construction 1941-1944. Special Report prepared by Lt. Colonel, CE.
James D. Bush, Jr. per memo dated 5 October 1943.

U.S. Navy, Bureau of Yards and Docks. Contract File No. 3570, Volume 2.
Miscellaneous Information Related to Contractors Work at Dutch Harbor,
1941-1943: Technical Report and Project History Contract NOY-3570. nd.

_____. Records of the 21st and 51st Naval Construction Battalions.
Office of Command Historian, Naval Construction Battalion Center,
Port Hueneme, California.

_____. "War Diary, U.S. Naval Operating Base, Dutch Harbor, Alaska,
10 September 1941 Through 31 December 1945." 5 vols. Navy History
Center, Washington, D.C.

Index to Structures Documented in the Dutch Harbor and Fort Mears
Recording Project

Air Operations Administration Building. . . . .	.HABS No. AK-34-A
Aerology Operations Building. . . . .	.HABS No. AK-34-B
Torpedo Bombsight and Utility Shop. . . . .	.HABS No. AK-34-C
Torpedo Assembly Complex. . . . .	.HABS No. AK-34-D
Joint Command Post. . . . .	.HABS No. AK-34-E
Administration Building . . . . .	.HABS No. AK-34-F
Beer Hall . . . . .	.HABS No. AK-34-G
Powerhouse. . . . .	.HABS No. AK-34-H
Bachelor Officers Quarters. . . . .	.HABS No. AK-34-I
Pacific Hut . . . . .	.HABS No. AK-34-J
Marine Barracks . . . . .	.HABS No. AK-34-K
Warehouse . . . . .	.HABS No. AK-34-L
Civilian Contactor's Barracks . . . . .	.HABS No. AK-34-M
Naval Radio Station Apartment Building. . . . .	.HABS No. AK-34-N
Naval Radio Station Powerhouse. . . . .	.HABS No. AK-34-O
Margaret Bay Cantonment Barracks. . . . .	.HABS No. AK-34-P
Margaret Bay Cantonment Theater . . . . .	.HABS No. AK-34-Q
Margaret Bay Cantonment Post Office . . . . .	.HABS No. AK-34-R
Pillbox . . . . .	.HABS No. AK-34-S
Mount Ballyhoo Garrison Barracks. . . . .	.HABS No. AK-34-T
Ulakta Head Defense Installation Magazine . . . . .	.HABS No. AK-34-U
Ulakta Head Defense Installation Battery Command Post No. 1 . . . . .	.HABS No. AK-34-V
Hill 400 Fixed Defense Installation Battery Command Post . . . . .	.HABS No. AK-34-W
Stockade. . . . .	.HABS No. AK-34-X
Pyramid Valley Hospital Area. . . . .	.HABS No. AK-34-Y
Headquarters Area Recreation Hall and Theater . . . . .	.HABS No. AK-34-Z
Margaret Bay Cantonment Mess Hall . . . . .	.HABS No. AK-34-AA
Anti-Aircraft Training Center and Shop. . . . .	.HABS No. AK-34-BB
Ulakta Head Fixed Defense Installation Battery Command Post No. 2 . . . . .	.HABS No. AK-34-CC
Ulakta Head Fixed Defense Installation Magazine . . . . .	.HABS No. AK-34-DD
Ulakta Head Fixed Defense Installation Panama Gun Mounts. . . . .	.HABS No. AK-34-EE
Iliuliuk Submarine Base Marine Railway Ship Repair Shed . . . . .	.HABS No. AK-34-FF
Unalaska Valley Cantonment Cabana Colony. . . . .	.HABS No. AK-34-II
Morris Cove Quonset Huts. . . . .	.HABS No. AK-34-JJ
Humpy Cove Quonset Huts . . . . .	.HABS No. AK-34-KK
Humpy Cove Magazine . . . . .	.HABS No. AK-34-LL
Seaplane Ramp . . . . .	.HABS No. AK-34-MM

Note: Field Records contain photographs of Antisubmarine Net and an Iliuliuk Submarine Base Landing Craft located at the site.

ADDENDUM TO:
NAVAL OPERATING BASE DUTCH HARBOR & FORT MEARS
Unalaska
Aleutian Islands
Alaska

HABS AK-34
AK, 1-UNAK, 2-

PAPER COPIES OF COLOR TRANSPARENCIES

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240-0001